IN THE CLAIMS:

The following is a complete listing of all the claims.

Claims 1 to 14. (Cancelled).

Claim 15. (Cancelled).

Claim 16. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising

each bonding body (14) is formed by an elevation which projects away from the surface (13) of the connecting section (12) and is integrally molded onto the first component (6) in the manufacture of the latter, so that each bonding body (14) is produced in one piece with the connecting section (12).

Claim 17. (Previously Presented).

The method according to Claim 16, comprising

each elevation (14) tapers with increasing distance from the surface (13).

Claim 18. (Previously Presented).

The method according to Claim 16, comprising

the elevations (14) run along the surface (13) in the form of

a ring, in the case of a cylindrical first component (6).

Claim 19. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the temperature at which the plastic of the second component (9) is injected into the injection mold (injection temperature) is close to the upper limit of a temperature range in which the injection molding method can be carried out with this plastic.

Claim 20. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the pressure at which the plastic of the second component (9) is injected into the injection mold (injection pressure) is close to the upper limit of a pressure range in which the injection molding process can be carried out with this plastic.

Claim 21. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the plastic of the first component (6) has a high viscosity relative to that of the integrally molded plastic of the second component (9).

Claim 22. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the first component (6) is designed as a blow-molded part.

Claim 23. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the respective melting points of the plastics of the two components (6,9) are in approximately the same range.

Claim 24. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the plastics of the two components (6,9) each have only a relatively narrow temperature range for processing their melts.

Claim 25. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the components (6,9) are each made of a polyamide plastic.

Claim 26. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the components (6,9) are each made of a fiber-reinforced plastic.

Claim 27. (Currently Amended).

The method according to Claim 28, ~~Claim 15,~~ comprising the first component is an intake manifold (6) of an intake manifold system (1) which receives the air from an air supply which is provided for combustion in the internal combustion engine and distributes it to individual combustion chambers of the internal combustion engine, and the second component is a flange (9) of the intake manifold system (1) which can be connected to the internal combustion engine.

Claim 28. (Previously Presented).

A method of joining a first component (6) made of plastic to a second component (9) made of plastic, where the first component (6) is introduced into an injection mold with at least a connecting section where the connection to the second component (9) is to be formed, the second component (9) being produced by integral molding of plastic onto the connecting section (12) of the first component (6), one surface (13) of the connecting section (12) being wetted at least partially by the plastic of the second component (9),comprising

at least one bonding body (14) is formed on the surface (13) of the connecting section (12) which is provided for wetting by the plastic of the second component (9), said bonding body being

fixedly connected to it and designed so that it melts in integral molding of the plastic of the second component (9) due to the thermal energy of the integrally molded plastic and it melts with the integrally molded plastic, whereupon the bonding body (14) is at least partially subsumed into the integrally molded plastic and becomes integrated into the integrally molded component (9);

the first component is an intake manifold (6) of an intake manifold system (1) which receives the air from an air supply which is provided for combustion in the internal combustion engine and distributes it to individual combustion chambers of the internal combustion engine, and the second component is a flange (9) of the intake manifold system (1) which can be connected to the internal combustion engine;

the intake manifold system (1) has a modular design, with an air distributor module (2) made of plastic which can be connected to the air supply of the internal combustion engine, with several intake manifold modules (6), each made of plastic and designed in one piece, connected at their one pipe end (7) to the air distributor module (2) and each assigned to one of the combustion chambers of the internal combustion engine, and with at least one flange module (9) made of plastic in one piece to which at least one of the intake manifold modules (6) is connected at its

other pipe end (8).

Claim 29. (Previously Presented).

The method according to Claim 18,

wherein the ring is a circular ring, and

wherein the first component is a round cylindrical component.

Claim 30. (Previously Presented).

The method according to Claim 22,

wherein the blow-molded part is a component produced by a blow-molding method.

Claim 31. (Previously Presented).

The method according to Claim 26,

wherein the fiber-reinforced plastic is selected from the group consisting of a fiberglass-reinforced polyamide plastic and a carbon fiber-reinforced polyamide plastic.